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25X1A2g

COUNTRY: French Morocco

SUBJECT: Monthly Activity Report on French Jet Aircraft
Training ProgramPLACE ACQUIRED
(BY SOURCE)

25X1A6a

DATE

Aug 53DATE ACQUIRED
(BY SOURCE)

Supplemental to: [REDACTED] 25X1A2g

DATE (OF INFO) 1 - 31 Jun 53

Responsive to:

This UNEVALUATED INFORMATION is supplied for the possible interest of your analysts.
 It does not warrant dissemination by [REDACTED] report. 25X1A2g

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Source or Clarifying Statement: [REDACTED]

1. Operational Data:

- a. Type of missions flown: Class 52-B; 27 students had completed approximately one-half of their training as the month of June came to a close. This is the largest class to undergo T-33 training and is composed wholly of cadets. In comparison to the previous graduation group they are 100 per cent improvement. From the standpoint of discipline and correct procedures, however, the French Air Force is at a great disadvantage from a pilot's training viewpoint, as all instructors are enlisted personnel ranging from "Buck" Sergeant to Master Sergeant.
- b. When a group of officers goes through the jet training program, as has been the situation in the two previous classes, there is something missing in the program. It can be explained that possibly the officers do not display the proper degree of respect for their instructors and equipment, and tend to vary from established procedures somewhat. There have been several instances of officer students arguing with the enlisted instructors concerning controversial points of the mission. This is also reflected in the way equipment is handled -- improper pre-flights, sloppy starting procedures, taxi accidents, hard landings, tire blow-outs on the runway, etc -- all of these things seem to be on the increase when a group of officers is in training.
- c. The missions continue as before, and include familiarization and solo flights, navigation, engineering, acrobatics, formation (high and low level), fighter tactics (targets of opportunity, etc). The duration of training is six weeks. The month of June in all respects was one of increased activity both in operations and maintenance.
- d. The following are factors governing high or low time flown for the month: All students and instructors were on duty. The pilot training group is assigned a total of 25 aircraft; 23 at Sale and two at Meknes to accomplish their mission. Exact utilization of the assigned aircraft was difficult to determine because of replacements. Figures as closely as could be determined are:
 - (1) Assigned aircraft - - - - - 25
 - (2) Number of hours flown - - - - - 1,042 $\frac{1}{2}$
 - (3) Average hours flown per aircraft - - - - - 42 hrs
 - (4) Total number of landings accomplished - - - - - 1,554

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e. Difficulties encountered during the month of June were mainly because of shortage of tires, and the restriction to short duration flight of those aircraft with tip tanks removed. Notwithstanding the T-33 group chalked up the best flying records since inception of the training. Difficulties have been encountered with the altitude gyro indicator. Seven instruments were removed in June for inaccurate precession. They were in all cases regulated and reinstalled in the aircraft. The maintenance section appears to be well organized and is doing an excellent job, particularly in inspection of aircraft. The French are following the US Air Force Inspection Guide very closely and each mechanic's work is being checked to see that the work is completed according to the guide. The maintenance section closed out the month with:

- (1) Average number in-commission daily - - - - - 15.36 aircraft
- (2) Average percentage in-commission daily - - - - - 61.5
- (3) Average daily aircraft out of commission for parts - - 3.4 aircraft

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